

BRAVO ZULU



ADC Mike Allen

OMD, NAS Keflavik

A P-3 aircrew had experienced a binding No. 3 power lever and simultaneous illumination of the negative-torque sensing light while power levers were being adjusted. The two troubleshooting steps were replacement of parts and adjustments of rigging.

Mechs adjusted the propeller valve housing and engine power-lever rigging three times, replaced three valve housings and two propeller control units, and changed the propeller-control, anti-rotation bracket and negative-torque sensing-bracket. The condition persisted. Nearly 1,000 man-hours were expended in the troubleshooting and repair efforts to solve this unusual discrepancy.

Chief Allen demonstrated superior technical expertise, troubleshooting techniques, and out-of-the-box thinking when he checked for wear on the side mounts for the reduction gear box. He found a loose inboard mount, through-bolt nut, and the outboard bolt had backed off completely.

AD3 Kent Mayers

VS-24

While Scout 700 was taxiing clear of the landing area and folding its wings, Petty Officer Mayers noticed a small crack on the starboard and outboard side of the trailing-edge flap. He immediately contacted the flight-deck coordinator and forced a closer look at the damage. His keen eye caught what really was a large crack that downed the aircraft and prevented a potentially catastrophic mishap.



AN Milton Santana

HSL-51, Det 11

While doing a 14-day special inspection on Warlord 11, Airman Santana discovered a 10-inch crack in the support for the No. 2 tail-rotor drive shaft. He also found a fractured bracket for the lower transmission-oil cooler. He immediately told his leading petty officer, who downed the UH-3H.

Airman Santana went beyond the normal MRC requirements and meticulously cleaned this aircraft area. In doing so, he discovered a problem that could have caused the tail-rotor drive to fail.

LCpl. Shaun Radhay

HMLA-269

While in transit to Operation Iraqi Freedom aboard USS *Saipan*, LCpl. Radhay was doing a preflight inspection on an AH-1W. During this task, he found a large crack in one of the main-rotor blades.

LCpl. Radhay quickly notified QA, and the aircraft immediately was grounded. His discovery was reported in a hazrep and led to a fleetwide inspection of AH-1W main-rotor blades.



AT3 Daniel Iadonosi

VFA-83

Petty Officer Iadonosi was a line troubleshooter on the launch of aircraft 304. He was on the port side of the Hornet when he found a broken bolt head on the planing-link assembly for the main-landing gear. He discovered this problem during post-start, fluid-level and integrity checks.

Taking decisive action, AT3 Iadonosi aborted the launch and downed the aircraft. A closer look showed the bolt had failed because of subsurface corrosion and fatigue. With the bolt head missing, internal friction was the only force holding the shank remnants between the Heim-joint bearing and the planning-arm assembly. This bolt would have fallen out and could have caused a total planning-link failure.



AD2 Edgar Morris

HSL-42

While waiting for his "Proud Warrior" aircraft to taxi, Petty Officer Morris noticed a sister squadron's aircraft move toward the runway. He watched and waited for that other helo to clear the line, so he could taxi his own aircraft. He suddenly saw the engine-cowling doors on the taxiing aircraft were not secured. Turning over his aircraft to the fireguard, who also was a qualified PC, Petty Officer Morris entered his aircraft's rotor arc to tell his crew to notify the other crew via the radio. That other helo was shut down, and the problem was fixed.

